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Hongkong Daily Press.

ESTABLISHED 1857



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[a1351]

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Hongkong, 29th April, 1908.

[a1364]

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Hongkong, 1st April, 1909.

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[a224]

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Hongkong, 24th July, 1905.

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TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910.

[a243]

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JANUARY 27TH, 1911.

Two years ago when the Government of Hongkong was seeking new sources of revenue to cover the losses arising from the anti-opium policy forced upon the Colony by the Imperial Government, it was whispered that the Government had been thinking of imposing an income tax. If that proposal was ever considered it was wisely abandoned. To meet immediate needs, a tax was imposed on alcoholic liquors, imported into or manufactured in the Colony, as being the least objectionable method of raising the additional revenue required, though it had the serious disadvantage of encroaching to some extent on that freedom of the port which, for sixty years, had been so jealously guarded as being essential to prosperous development of the Colony. For the present the additional revenue from this source seems adequate to the needs of the Government; but as the years pass the revenue from opium, which even at the present time represents more than one-seventh of the total, will steadily diminish almost to the vanishing point, so that the taxpayers will have, in some form or other, to provide the million dollars or more which the Government at present receives from the opium farmer. The same problem confronts the Colony of the Straits Settlements. There the needs of the Government are deemed by

the Government more urgent than here, and notwithstanding that the Straits Opium Commission adversely reported upon the suggested imposition of an income tax as a substituted source of revenue, this is precisely the means the Government of the Colony has chosen to adopt. A Bill has been introduced into the Legislative Council to empower the Government to levy an income tax of one per cent. but throughout the Colony the proposal meets with strong opposition from Chinese and Europeans alike. They not only protest against the inquisitorial examination into every man's affairs which the levy of an income tax will involve; but they endorse the view expressed by the Opium Commission; that, without some radical change in the conduct of Chinese business, the tax would be so evaded in practice as to negative any prospects of considerable revenue to be derived from it. Other sources of revenue have been suggested, such as the taxation of tobacco and matches and an increased tax on petroleum, but at a meeting of the Chamber of Commerce called to consider the subject last week, a resolution was passed protesting against any further taxation of the Colony until an assurance has been given by the Imperial Government that the Colony shall receive compensation equivalent to the loss of revenue which the local Government admit will result from the restrictive action arising from the policy of the Imperial Government regarding opium. The tax-payers of Hongkong would welcome a similar assurance. We appear indeed to have been treated by the Imperial Government with a little more generosity than the Straits Settlements, for we have had what the Secretary of State has been pleased to regard as a "substantial contribution" towards the loss in revenue from opium which the Colony has so far sustained; but it is not clear yet whether this is to be an annual contribution, increasing in proportion to the extent of the loss suffered by the gradual extinction of the trade. Though the resolution passed by the Singapore Chamber of Commerce made no mention of the military contribution, because the chairman said "it involved the question of the administration of a British Colony," the discussion afforded an opportunity of voicing the prevailing discontent with the basis on which that contribution is made, and the need for a reconsideration of this subject was strongly urged. This is a question in which Hongkong is equally interested. About eighteen months ago H.E. THE GOVERNOR informed the Legislative Council that the Secretary of the State was appointing a Commission to consider the subject. Whether that Commission has completed its inquiries, or even commenced them, we do not know. All we know is that the military contribution continues to be levied in the same manner. The larger the revenue the Colony needs to raise—that is to say, the greater the burdens imposed on the taxpayers—the larger must be the military contribution. The way the Imperial Government's policy of improving other people's morale at our expense has worked in this Colony has been that taxation which was cheerfully borne by the Chinese is now thrown largely upon the European community, and the Imperial Government obtains a considerably larger military contribution. It is high time the subject of the military contribution received reconsideration at the hands of the Imperial Government, for conditions have changed materially in the Crown Colonies since the present basis was fixed. In recent years we have seen a growing disposition to force upon the Colonies costly projects and policies against their will, and yet compel them to pay for them. We have in mind not the opium question only. The Imperial Government has forced upon Singapore a costly harbour improvement scheme in face of an emphatic protest by a public meeting. It is declared that the scheme will be of no commercial benefit. Yet the Colony is called upon to bear the entire cost of this imperial need, and to pay in addition 20 per cent. of the total cost to the Imperial Government as a military contribution. This only needs stating to prove the iniquity of the present method of levying the tax under the changed conditions. There would be no need for an income tax in the Straits Settlements, nor would there be need for further fresh taxation in Hongkong, if the military contribution were placed on a fair and equitable basis.

The German mail of the 28th December was delivered in London on the 25th inst.

To-day is the birthday anniversary of H.M. the Emperor of Germany, who attains the 52nd year of his age.

The needs of the Government are deemed by

us to state that arrangements have been made for any children who may be sent to the Peak School and who are beyond the kindergarten course to be taught separately during the afternoon from 2.30 p.m. to 4.30 p.m.

In order to comply with Union Regulations the Chinese Imperial Post Office has changed the colours of postage stamp of the following denomination:—2-cent stamp from red to green; 4-cent stamp from brown to red; and 1-cent stamp from green to blue.

Mr. Mee Choung, the photographer, sends us a number of views of the impressive ceremony in connection with the transfer of the remains of the late Admiral Guiller from the German Consulate to the homeward-bound German mail steamer. Mr. A. Fong also sends us some capital views.

A case is being heard before the International Court at Bangkok in which Mr. J. D. Byras is suing the Director of the Survey Department and the Minister of War for 3,000 ticals, alleged to be due for salary on the remainder of his agreement, the claim being made on the ground of wrongful dismissal.

Provided His Imperial Highness the German Crown Prince signifies his willingness to accept an address from the Municipality of Singapore, the presentation will probably be made in the Victoria Memorial Hall on the morning of February 20, immediately after the Royal party lands at Johnston's pier.

Michael Sydney Cowan, a Penang bookmaker, has been committed for trial on charges of forgery and using a genuine forged document. The prosecution alleged that a cheque for \$130 on the Netherlands Trading Society, payable to Mr. Gould, was so altered by Cowan that it was made payable to himself (Cowan).

Another armed robbery took place at Yaumati on Wednesday night. About 9.30 six men armed with revolvers entered a shop, and driving the master and his son into the back part of the premises, they then ransacked the place. They took away \$146 in money and clothing and jewellery worth about \$30.

It is understood that Major A. D. Geddes, second in command of the 2nd Battalion "The Buffs," Straits Settlements, will be promoted to the command of the 2nd Battalion when Lieutenant-Colonel R. Bayard, D.S.O., retires from the command in the course of a few weeks. Major Geddes is a Staff College graduate and a qualified interpreter in German.

Touching rubber, the *Malay Mail* confesses that it is not quite evident why there should be, as predicted, a rubber boom in February. A good deal depends, remarks that paper, on trade conditions in America, but there appear no signs of a shortage in rubber supplies. Last year prospective dividends furnished the *raison d'être* of the share boom. The dividends have been steadily coming since, but their realisation has not raised prices.

The *Bangkok Times* of the 13th instant says that the surplus, running into hundreds of thousands of ticals, of the money contributed by the nation for the equestrian statue of his late Majesty, is to be devoted to the enlargement and maintenance of the Mahadok College, which will henceforth be known as "King Chulalongkorn's Civil Service College," his late Majesty having been the founder of the institution. His Majesty the King will act as Patron of the College.

Mr. W. P. Townley, who in 1901 was appointed Secretary of the British Legation at Peking, where he acted for some months as *Chargé d'Affaires*, has been appointed Envoy Extraordinary and Minister Plenipotentiary to Bucharest. Mr. A. T. Tower, who has also occupied the post of Secretary of Legation in the Chinese capital and in 1901 was appointed Minister and Consul-General in Siam, has been appointed Envoy Extraordinary and Minister Plenipotentiary to Buenos Ayres.

No fewer than three fires in succession took place at Yaumati in the early hours of yesterday morning. The fire brigade was summoned to the first one at 12.30 and they had barely got back when the second alarm was received. The same experience followed with the third. The outbreaks took place in matchsheds, but the third one might have been fairly serious. The police, however, discovered a man applying lighted matches in another matchshed and he was promptly arrested.

The Public Dispensary at Yaumati has done very useful work in promulgating sanitary laws and educating the Chinese residing there to the use of European medicines. It has all along been supported by subscriptions raised amongst the local residents. As it still wants about \$2,000 to make good the deficit for last year and as the Kwong Wa Hospital will be opened soon and consequently money is required to meet expenses, the Chinese leading merchants in Victoria have been requested to inaugurate another theatrical performance in the Tai Ping Theatre, Des Vaux Road West to raise money for the aid of the funds of these two institutions. We understand that Mr. Lau Chu Pak has again consented to act as chairman, and the gentlemen who took part in the performance on behalf of the Tung Wa Hospital have also promised to assist. The performance will commence on the Chinese New Year's day and continue for eight days and eight nights. Permission had been graciously granted by the Government and the decoration of the theatre is now being pushed on with vigour. We wish our Chinese citizens the same success as attended their last efforts, as it is a deserving object.

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AT THE MAGISTRACY.

Fines of \$100 each were yesterday imposed on two men for being in possession of three revolvers and 750 rounds of ammunition.

A Chinaman for cutting and wounding a com-patriot at the Kerosene Oil Works, Shaukiwan, was yesterday sentenced to three weeks' imprisonment.

A man who had been arrested on board the *Shun Lee* for being in possession of a quantity of opium was yesterday fined \$500 or three months in prison.

Three men who had been arrested for complicity in an armed robbery in Connaught Road West appeared before the Magistrate yesterday and were remanded.

One man arrested in connection with the burglary and theft of three bags of human hair, valued at \$1,500 from the factory at Shaukiwan belonging to Mandell & Co. was yesterday committed by Mr. E. R. Halifax for trial. One bag has been recovered.

Charles Stirling Morton, third engineer on the *S.S. Asia*, was at the Magistracy yesterday sentenced to three months' imprisonment for stealing a quantity of engine-room fittings valued \$130. He was observed passing them over the ship's side. The Chinese who received the stolen articles was also sentenced to three months.

Sentence of six months' hard labour and four hours in the stocks was yesterday inflicted on a man for stealing a bank draft by cutting a man's pocket. On the 16th inst. the master of the *Yan Hing* trading ship went to the Deutsche Asiatische Bank to cash some cheques, and while there his pocket was cut and a bank draft for \$115 was stolen. The police, to whom the matter was reported, notified all the banks, and on Wednesday the defendant, who was an unemployed Chinese seaman, went into the Hongkong and Shanghai Bank and presented the draft. He was at once arrested.

A chaff named Leung Ho Chuen was charged at the instance of Chan Chan Nam with embezzling various sums of money and with forgery. Mr. Shenton, who conducted the prosecution, said that the charge of embezzling \$10,000 on which the defendant had been arrested and to which he pleaded guilty, had been withdrawn and three other charges representing sums of \$82, \$80 and \$75 substituted. To these the defendant pleaded not guilty. Mr. Shenton explained that the complainant owned several properties in Des Vaux Road West and in Western Street, and defendant was employed in the rent office. He was supplied with a rent roll and supplied with receipts chopped by the firm and initialled by the master. He had returned certain property as being void whereas it had been occupied and the rents paid to him. Defendant giving receipts which were not chopped with the proper chop. Evidence was called.

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H.M.S. Kent is to remain at Singapore until the arrival of the German Crown Prince, for the purpose of escorting His Royal Highness to the Northern waters.

TELEGRAMS.

[Protected by the Telegraph Message
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[DAILY PRESS EXCLUSIVE SERVICE.]

PLAQUE UNABATING.

NEED OF FOREIGN EXPERTS
RECOGNISED.

PEKING, January 26th.

The plague is not abating. 100 deaths occurred yesterday in Harbin, and there are slight general increases throughout North China. The scourge is travelling southwards.

The Government is calling out inexperienced medical students. The urgent need of a hundred foreign experts is recognised.

Bands of Manchurian refugees are flocking southward spreading the disease.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE EXECUTIONS IN TOKYO.

RESENTED BY EUROPEAN REVOLUTIONARIES.

LONDON, January 26th.

It is reported from Paris that in consequence of protests from French revolutionaries against the execution of anarchists in Tokyo, the Japanese Embassy is being specially protected by the police.

A Madrid telegram states that placards posted at Barcelona calling a meeting to protest against the executions at Tokyo have been torn down by the police, and the Premier has instructed the authorities at Barcelona to disperse the meeting if the least attack is made on the Japanese Government.

UNEARNED INCREMENT IN GERMANY.

LONDON, January 26th.

The German Reichstag has passed the second reading of the Bill for the taxation of "unearned increment."

PERSIA APPEALS TO AMERICA.

LONDON, January 26th.

The State Department at Washington confirms the report that Persia has asked for American financiers, including a Treasurer-General and Director of Taxation, to disentangle the Customs and Inland Revenue systems.

THE REVOLT IN ARABIA.

LONDON, January 26th.

From Constantinople it is reported that the Arabs have invested Hodeida, the population of which is excited, but it is believed that the garrison is sufficiently strong for its defence. The troops unsuccessfully attempted on the 23rd instant to re-open communications with Sanaa.

WORTH OF A WIFE.

SIR EDWARD CARSON'S VIEW OF DIVORCE DAMAGES.

SPORTING NOTES.

Last Saturday was a full day for League, cricket, and all four matches produced very interesting results. For instance, the Remnants, who started off so well at the beginning of the season and were fancied by many for the final honours, had a narrow escape on Saturday from adding to their list of defeats. They only managed a win by eight runs, and had the fielding of the Police been better the points would in all probability have gone to the force. The Hongkong Cricket Club had its revenge on Civil Service. At the first meeting of the season the Service beat the Club but on Saturday, there was never much doubt as to the issue, at least after the Club commenced its innings. A.R. Lows ran up the very respectable total of 88 before being dismissed, and was followed by H. Hancock with 34. The margin was very comfortable, two wickets. The E.E., who now head the League competition, managed to dispose of Craigengower rather easily, and Kowloon had a comfortable win over the Yorkshire men.

The League programme for Saturday only provides four matches—Remnants v. Club, R.G.A. v. Craigengower, Kowloon v. Civil Service, and Police v. Yorks. The Police all but beat the K.O.Y.L.I. on their first meeting about a month ago, and they will probably do their best to bring off a win on this occasion.

It was surprising to learn that two bolated football League matches had been played on Saturday. The Hongkong Football Club brought off their fixture with Kowloon and gained their second win in the competition, while the R.E. seemed to have no trouble in overcoming the R.G.A. by four goals to nil.

Interest in the meeting in connection with the Shield competition is called for next week. That means the competition should soon be under way. The prospects for the competition are particularly bright. The military element is strong, though perhaps not so strong as when the Buffs were here, and some unknown qualities have yet to be discovered in the naval combinations.

Another of those interesting cricket matches between the Hongkong Club and the United Services is set down for Monday and Tuesday of next week. At the last meeting the Club managed to pull the game out of the fire and achieved a win through the fine stand made by R. Hancock, who had 176 not out to his credit. On Monday General Anderson and the Officers of the Garrison will be "at home" on the Club Ground, and by the kind permission of Colonel Hamilton and the Officers the band of the 1st K.O.Y.L.I. will play.

The analysis now reads:

	Remnants	H.K.C.C.	R.G.A.	Police	W.Y.	York
Romants	— W D L D W W — L	— W D L D W W W	— W D L D W W W	— W D L D W W W	— W D L D W W W	— W D L D W W W
H.K.C.C.	— L — D L D D W W W	— L — D L D D W W W	— L — D L D D W W W	— L — D L D D W W W	— L — D L D D W W W	— L — D L D D W W W
Kowloon	— D D — W D L W D W	— D D — W D L W D W	— D D — W D L W D W	— D D — W D L W D W	— D D — W D L W D W	— D D — W D L W D W
Craigengower	— D D — D W L —	— D D — D W L —	— D D — D W L —	— D D — D W L —	— D D — D W L —	— D D — D W L —
R.E.	— L D W W D — W — W	— L D W W D — W — W	— L D W W D — W — W	— L D W W D — W — W	— L D W W D — W — W	— L D W W D — W — W
Police	— L L W L — L L L	— L L W L — L L L	— L L W L — L L L	— L L W L — L L L	— L L W L — L L L	— L L W L — L L L
Civil Service	— W W L — L L —	— W W L — L L —	— W W L — L L —	— W W L — L L —	— W W L — L L —	— W W L — L L —
R.G.A.	— L D — W L W — L	— L D — W L W — L	— L D — W L W — L	— L D — W L W — L	— L D — W L W — L	— L D — W L W — L
Yorks	— W L L — L L W W —	— W L L — L L W W —	— W L L — L L W W —	— W L L — L L W W —	— W L L — L L W W —	— W L L — L L W W —

The Royal Hongkong Yacht Club Regatta, which was postponed last Saturday in consequence of the death of the German Admiral, will take place on Saturday, 11th February.

Interest in the boxing contest between Lewis and Stanton is increasing, and while the sporting public may expect to see a great fight, the management of the tournament are practically assured of a crowded house. Those who have watched the Canadian at work are sanguine of his chance, and many have seen him disconcerting his sparring partners at the V.R.C. Lewis, who is training at the Belle View Hotel, is leaving nothing to chance. He will enter the ring on Saturday night in excellent "fettle," and if Stanton is successful in lowering his colours he will thoroughly deserve the win, and, moreover, may look forward to a bright future in the sport. Other attractive items are on the programme for tomorrow night, and if the K.O.Y.L.I. men are as good as they are reported to be the tournament will come second to none that have been seen in the City Hall.

The handymen of H.M.S. *Minotaur* have been displaying their skill with the rifle at Singapore recently. A team from the flagship fired against a team from the Singapore Rifle Association, and after a close struggle succeeded in defeating the riflemen by three points, the total score being: H.M.S. *Minotaur*, 711; Singapore Rifle Association, 708.

Alce Taylor, professional boxer, opened a short season in Penang on the 11th instant. Before dinner at the Penang Club, he conceded Mr. D. A. M. Brown 400 points in a game of 800 up. For the first half of the game Mr. Brown played very well indeed; his best break was a prettily compiled 42. However, the professional was always going strong, and with breaks of 168, 121, 113, and 69, he won rather easily. The scores at the close were: Taylor, 800; D. A. M. Brown, 593. After dinner at the E. and O. Hotel Taylor had for an opponent another well-known Penang amateur, who also received half the game start. In this game Taylor, though not making such big runs as in the afternoon, scored very consistently and won by 155. The best breaks were: Taylor, 113, 93 (twice), 74 and 68; the amateur, who did not have the best of luck, 36, 29, 27 and 32. Scores: Taylor, 800; amateur, 645. After the match Taylor gave a splendid exhibition of "fancy" strokes, most of which were entirely new to Penang.

OBSERVER.

COMPANY REPORT.

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

The ninth report of the board of directors states:—

The Directors have now to submit to you a General Statement of the Affairs of the Company and Balance Sheet for the year ending 31st December, 1910.

The net Profits for the year, including \$304,148.17 brought forward from last account, after paying all charges, writing off the sum of \$10,123.62 from Loans Receivable, amount to \$273,234.73. It is now proposed to pay a Dividend of 7 per cent. on the paid up Capital, after providing for which, and writing off Directors' and Auditors' fees, there remains a balance of \$202,509.73 to be carried to credit of a new Profit and Loss Account.

DIRECTORS.

Messrs. C. S. Gubbay and E. Shelling having resigned Messrs. S. A. Levy and W. Logan were invited to join the Board, and these appointments now require confirmation.

Messrs. S. A. Levy and W. Logan now retire, but offer themselves for re-election.

AUDITORS.

The Accounts have been audited by Messrs. W. H. Potts and A. O'D. Gourdin, who now retire and are recommended for re-election.

HENRY KESWICK,

Chairman.

Hongkong, 16th January, 1911.

BALANCE SHEET 31ST DECEMBER.

	Liabilities.
Capital—25,000 shares at \$100	
each—\$2,500,000, of which are	
issued 12,500 shares at \$100	
each—\$1,250,000, \$75 per share	
paid up.....	\$ 937,500.00
Loans payable.....	255,000.00
Accounts payable.....	1,437.09
Balance of profit and loss a/c.....	273,234.73
Assets.	
Cash.....	\$ 2,379.46
Amount invested in mortgages.....	180,000.00
Amount invested in property.....	11,879,761.13
Furniture.....	688.33
Accounts receivable.....	3,127.90
	\$1,467,171.82

PROFIT AND LOSS ACCOUNT

For the year ending 31st December, 1910.	Dr.
To charges, account.....	\$7,187.30
To repairs to property.....	1,592.80
To Crown rent account.....	2,171.57
To Government rents account.....	2,33.50
To fire insurance account.....	1,212.89
To amount written off Loans Receivable.....	40,123.62
Balance to be appropriated as follows:—	
Directors' fees.....	\$5,000.00
Auditors' fees.....	100.00
Dividend of 7 per cent. for the year.....	65,625.00
Balance to be carried to new account.....	202,509.73
	273,234.73
	Cr.
By balance from 1909.....	304,148.17
By interest.....	6,619.13
By rents.....	16,974.11
To scrip fees.....	15.00
	8327,755.41

MOWBRAY S. NORTHCOTE;

Secretary.

We have compared the above Statement with the books, vouchers and securities of the Company and have found the same to be correct.

W. HUTCHINSON,

A. O'D. GOUDIN,

Auditors.

Hongkong, 16th January, 1911.

SLEEPING SICKNESS IN THE CONGO.

IT'S TERRIBLE EFFECT.

Senhor Andrade, Governor-General of Mozambique, arrived in London on the 6th inst. Interviewed by Reuter's representative, he said that his mission was unofficial. His main object was to confer with the Foreign and Colonial Office, and also with the Chartered Company and other authorities regarding the proposed co-operation of the British and Portuguese Governments in joint measures to prevent the spread of sleeping sickness.

Senhor Andrade emphasised the grave danger of the scourge ravaging Portuguese territory on the Zambezi, or even Delagoa Bay, unless the passage of natives across the Anglo-Portuguese frontier were immediately prevented.

He said: "It is a case of life and death for our boundary, who reported that he had not discovered a single case in Mozambique, but had heard of a number of cases, not confined to natives in British territory near the border, particularly in Angoniland and near Fort Johnston. He had immediately communicated with Lord Gladstone and thus called the attention of the Imperial Government to the gravity of the situation.

He hoped to see in London the scientific work which is being carried on to fight the disease. He urged that the only effective steps would be to abolish game reserves and to prevent the movements of natives from infected areas. The latter object could be achieved by posting Native Police along the frontier, and making the Chiefs responsible for such movements.

Sleeping sickness might seem to be extremely remote to the people of Europe, but it was of vital importance to the Africans. He had himself seen its appalling ravages in the Congo, which were worse than plague in the Middle Ages. The memories of deserted kraals could never be effaced.

LATEST STEAMER MOVEMENTS.

The str. *Glencoe* left Suez on the 3rd instant, and is due here or about the 5th prox.

The O.S.K. str. *Panama Maru* left Victoria, B.C., for this port via Japan and Shanghai on the 21st ult. and is due here on the 23rd prox.

The I.G.M. str. *Coblenz*, which left here on the 31st ultmo p.m., arrived at Sydney on the 26th instant, at 8 a.m.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

January 4th.

CHAMBER OF COMMERCE REPORT.

the financial troubles mentioned above. This, however, was felt less in the southern provinces of the colonial empire, where trade pursued a more normal course, although the rise in the value of silver during the last six months acted unfavourably on the export business there as well.

Japan.—The financial reforms, including measures for the gradual reduction of the national debts, inaugurated by the present Cabinet, has so far produced no change in the economic conditions of the country, beyond greater ease in the money market; but the lowering of the rate of discount has failed to give a fresh stimulus to enterprise; after a short spell of activity in the spring business once more relapsed into the state of lethargy that prevailed during the whole of the previous year, and for which in a great measure the system of monopolies and subventions practised by the government, the heavy taxes and onerous import duties imposed by it, and the rise in the prices of all articles of consumption must be held responsible, not to mention the discouraging results of many private industrial undertakings.

The government having denounced all commercial, maritime and consular treaties with other Powers last July has now elaborated a new tariff to come into force in the second half of the present year. This in their opinion concludes the first stage of Japan's evolution into a Great Power. The new rates, taking them altogether, are lower than the old ones, but on some classes of goods they are considerably above those stipulated in the various commercial treaties with other countries. The object of the new tariff is stated to be the augmentation of the revenue and the protection of the industries and the agricultural interests of the country.

Business has, generally speaking, been of an even tenor without any unpleasant surprises; capitalists are still pursuing a policy of reserve, and banks likewise continue to act with great caution in spite of the plethora of money resulting from the measures adopted by the government for the reduction of the national debt. In the second half of the year inundations have occurred nearly all over the country, doing serious damage, and although some parts have been less affected than others, it is felt to be a national calamity. According to a statement published by the government the damage done to the crops, that of rice having suffered most, and to the silk farms, is estimated at 50 million yen, to which have to be added 18 million for repairs of railway lines, roads, &c., by the State, besides the heavy losses sustained by private firms.

Korea.—The state of trade has been satisfactory on the whole; the rice crops having been most abundant, farmers have done exceedingly well as prices, owing to the failure of the crop in Japan, held high throughout the season. The annexation of the country, by which it ceased to be an independent State even in name, has produced no change in the general state of affairs, the administration having for some time past been under the absolute control of the Japanese government. Trade will no doubt improve under the new régime, but foreign merchants are not likely to derive much advantage from it, unless the present tariff remains unaltered.

(To be continued.)

TERCENTENARY OF THE BIBLE.

WORLD-WIDE CELEBRATION.

The census held on December 1st again shows a considerable increase in the population of the country, the question of an adequate food supply is therefore becoming more and more urgent. The uninterrupted advance in the prices of most articles of consumption, in rents, taxes and the contributions for benevolent purposes, in salaries and wages, accompanied by shorter hours of labour, is an endless sorrow which must ultimately diminish the productivity of all industries and increase the indebtedness of the states of the empire and of corporations, &c., to a fatal extent. The views to which the Chamber has frequently given expression, that measures calculated to hamper trade should be carefully avoided, and, therefore, instead of import duties being raised, a gradual reduction of the tariff should be aimed at, are becoming more general, and it is hoped that government will adopt more stringent measures to protect willing workers.

A revision of the present laws should suffice without having recourse to special legislation.

The views to which the Chamber has frequently given expression, that measures calculated to hamper trade should be carefully avoided, and, therefore, instead of import duties being raised, a gradual reduction of the tariff should be aimed at, are becoming more general, and it is hoped that government will adopt more stringent measures to protect willing workers.

The Archibishop of Canterbury has already given the lead to the clergy by promising to preach in St. Paul's on Sunday evening, March 26, and special services have also been arranged for many other English cathedrals. The leaders of the Free Churches are heartily sympathetic towards the movement, and have commended it to the leading denominational Churches. Wales, however, will not participate in the

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P. O. Box, 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

NEW ADVERTISEMENTS

TO LET.

NO. 7, STEWART TERRACE, Peak. Possession, 1st April. Apply to—

EDWARD OSBORNE, Care of Wharf Company, Hongkong, 27th January, 1911. [240]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER DIRECT.

THE Steamship

"KUMERIC."

FROM HONGKONG.

ON THURSDAY, THE 9TH FEBRUARY, to be followed by the Steamers

AYMERIC 9th March, 1911.
LUCERIN 6th April, 1911.
SUVERIC 4th May, 1911.
KUMERIC 1st June, 1911.

Bills of Lading issued to Overland Points in Canada, the United States and to the West Indies.

For further information regarding freight rates, apply to

CANADIAN PACIFIC RAILWAY CO., Hongkong. Hongkong, 27th January, 1911. [244]

ELECTRIC MOTOR FOR SALE.

A 2½ h.p. ELECTRIC MOTOR with starting switch, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.

Apply—

MANAGER, HONGKONG DAILY PRESS OFFICE, Hongkong, 22nd November, 1910. [1307]

CHINESE NEW YEAR HOLIDAYS.

In Accordance with Government Notification No. 9 of 13th inst. the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY and TUESDAY, the 30th and 31st inst., respectively. Hongkong, 25th January, 1911. [225]

NOTICE.

THE only Edition of the RACE BOOK, and PROGRAMMES Authorized by the Stewards of the JOCKEY CLUB are those printed by Messrs. NORRIS & CO. T. F. HOUGH, Clerk of the Course. Hongkong, 25th January, 1911. [232]

WANTED.

OFFICE Wanted, in Central Locality. Apply—

"X. Y. Z." Care of "Daily Press" Office, Hongkong, 23rd January, 1911. [215]

JUST RECEIVED:

ANOTHER SPLENDID PARCEL FOR

EVENING DRESSES.

GOLD, SILVER, GOLD and SILVER BEADED TRIMMINGS and SILVER SPANGLE TRIMMINGS, &c. &c.

HOOSAIN-ALI & CO., No. 14, Queen's Road Central, Hongkong, 19th January, 1911. [33]

GRACA & CO.

Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, FLOWER SEEDS, TOYS, BOOKS, MANILA CIGARS and CIGARETTES. 27, Des Voeux Road, HONGKONG—CHINA.

TRY OUR DELICIOUS PRESSED BEEF 40 Cents per lb.

BRAWN 30 Cents per lb.

THE DAIRY FARM CO., LTD. [36]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR. Hongkong, 29th October, 1910. [1229]

THE TIENSIN LIGHTER CO., LTD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, ETC.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of Steamers and Lighterage between Taku Bar and Tientsin.

DOCK AND ENGINEERING YARD, TONGKU.

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to—

BUTTERFIELD & SWIRE, Managers.

Tientsin.

Hongkong, 27th January, 1911. [242]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1184]

PUBLIC COMPANIES

THE WEST POINT BUILDING COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, THIS DAY (FRIDAY), the 27th January, 1911, at 11.45 A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 17th January, to FRIDAY, 27th January, 1911 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOVER, Secretary to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD., General Agents for THE WEST POINT BUILDING CO., LTD. Hongkong, 27th January, 1911. [178]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, THIS DAY (FRIDAY), the 27th January, 1911, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, 17th January, to FRIDAY, 27th January, 1911 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

A. SHELTON HOOVER, Secretary. Hongkong, 27th January, 1911. [179]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE FOURTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the OFFICES of the Company, St. George's Building, No. 6, Connaught Road, TO-MORROW (SATURDAY), 28th January, 1911, at 11.30 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1910, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 23rd January, 1911, until SATURDAY, the 28th January, 1911, both days inclusive.

SHEWAN, TOME & CO., General Managers. Hongkong, 12th January, 1911. [180]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Offices, Victoria Buildings, on SATURDAY, the 4th February, 1911, at 12 Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 26th January, to SATURDAY, 4th February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE, Secretary. Hongkong, 17th January, 1911. [204]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICES of the Company, Hotel Mansions, on TUESDAY, the 21st February, 1911, at 12 Noon, for the purpose of receiving a Statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 26th January, to SATURDAY, 4th February (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors.

MOWBRAY S. NORTHCOTE, Secretary. Hongkong, 24th January, 1911. [229]

FOR SALE

FOR SALE OR TO LET.

“K” ROOMS: Large Verandas, American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram, 7 minutes by Rickshaw. One of the best attractions at the Peak, Cool in Summer, Warm in Winter.

By Order of the Board of Directors.

W. E. CLARKE, Secretary. Hongkong, 24th January, 1911. [228]

FOR SALE.

REMAINING Portions of MARINE CO. LOTS 31 and 36 at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 4th January, 1911. [114]

TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 4th January, 1911. [117]

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 4th January, 1911. [117]

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 4th January, 1911. [117]

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Sozodont

Some people complain of the expense of a good dentifrice. SOZODONT is both good and economical. Only a little is wanted. It lasts. It keeps the teeth clean and frees them from the corrosion of tartar. And it is the nicest dentifrice one can use—fragrant, pleasant, and antiseptic.

Sozodont is in three forms—powder, liquid, and paste; each equally effective. Try the powder first it meets the requirements of most people.

STORY OF THE DIRIGIBLE BALLOON.

FROM THE BEGINNING TO THE PRESENT DAY.

With the French and German activities last autumn in the guise of employing navigable balloons in connection with the Army Maneuvres, with the certainty of further trials being made in Britain, France, and Austria, among other countries, in employing lighter-than-air machines as aids to armies in manœuvres, and with the repairing of the giant Lebaudy dirigible balloon at Aldershot, that has been built for the National Airship Fund. M. Robert's balloon collapsed on to the valve, preventing the release of the air, so that the crew came mighty near disaster from a burst, but the Duo saved the situation by making several incisions in the envelope with the pike head of a decorated banner. This was the first real attempt at a dirigible balloon, ears and a rudder being carried. Three days later Blanchard made an ascent from Ronen which deserves note, because he afterwards gave an account of the manner in which he was able to ascend and descend at will by means of the four cars he carried. When quite near the ground they decided to go to a higher altitude; "we jumped up again to 1,200 feet," wrote Blanchard. "This movement was entirely due to my ears, and was rendered the more easy by the fact that we were in equilibrium in the atmosphere, the weather was calm, and a single slight movement sent us up or down at will. The state of equilibrium means that the balloon was just in balance, so that, of course, the effort necessary to raise or lower it was, in that condition, very slight. Indeed, until comparatively recent years, when using ordinary spherical balloons, the only means by which the pilot at any height could tell whether he was rising or falling was to throw out torn pieces of paper. If they appeared to rise he knew the balloon was falling, if they appeared to drop he knew the balloon was rising, for the time it takes for a postcard or a letter, for example, to descend from so low a height as from five to eight hundred feet is extraordinary. I remember once, when ballooning over Buckingham Palace at a height of certainly less than eight hundred feet, we cast overboard envelopes each containing postcards. As they fell they kept turning so that you could see a flash of white all the time. Three or four minutes after they had been dropped out, to our vision we could have declared they were just about to fall on Victoria Railway Station. As a fact, before they reached the earth they crossed the Thames twice and fell just by Liverpool-street Station, the descent on almost a calm day—that is to say, the wind was only from fourteen to sixteen miles an hour—occupying something like twenty-three minutes. An example of that sort enables one to appreciate how a piece of paper can act as a very good guide as to whether you are rising or falling, for naturally the movements of balloons in one direction or the other are vastly more rapid. For example, one has descended from 8,000 feet to 1,500 feet in ten or twelve minutes without being in the least aware of the fact except for the information given by the meteorological instruments carried on board and for the differences of atmospheric pressure that makes one gradually grow deaf, so that one finds oneself shouting when speaking. In conclusion on July 18 of the remarkable year of 1784, the Abbé Molan experimented with a Montgolfier, otherwise one of the hot air balloons of the day, in which he had made a hole in one side of the envelope. He expected that the hot air would flow out of the hole and so force the balloon along. Of course, it would not have done so in any case. But to complete the story, the balloon caught fire, and the attempt was abandoned. One must resume this early story of the dirigible balloon in a subsequent article. —H. MASSAC BURZ, in the London Morning Post.

PROPHECTIC INVENTORS.

For example, in the early part of this same year (1784) Lieutenant (after General) Meusnier who was killed during the siege of Mayence, proposed the building of a dirigible balloon of elongated form with an interior gas chamber, surrounded by a second envelope, air to be pumped in or out of the two envelopes to replace the ballast and minimise the loss of gas, while the vessel was to be driven by three screw blades, turned by hand, and fitted with a vertical rudder. Save for the motors, therefore, we have the main principles of some of the latest dirigibles of the day conceived by this brilliant genius 125 years ago; that is to say, this elongated shape is a characteristic that distinguishes all dirigible balloons from the spherical ones that merely drift at the will of the winds, besides which the notion of preserving the shape of the elongated balloon by pumping in air to a separate compartment is a feature of all frameless and semi-rigid balloons to-day, while, if we come to the rigid or framed sort as exploited by Zeppelin, we have the very scheme of Meusnier; that is to say, the gas envelope surrounded by an exterior one, there being between the two ordinary atmosphere. The critics, of course, to-day find one of the objections to the Zeppelin system—wherein several interior balloons are employed in place of one to the gain of safety in the event of any portion of the envelope being punctured—in that as gas must undoubtedly occasionally escape from each of these interior hydrogen balloons so mix with the air that surrounds them, and is kept in the master envelope, which is the one seen when one observes the sausagelike vessel, a highly explosive mixture is set up. Of course, one of the Zeppelin theories is that isolation of the gas-filled envelope from the full effects of the atmosphere prevents continual expansion and contraction of the hydrogen, which is always occurring in balloons of other sorts, the Zeppelin system being, besides, the only one in which one can puncture any section of the envelope without coming by disaster through the whole vessel collapsing. In Meusnier's idea of 1784, too, we find that hand-driven propellers were used, and that a vertical rudder was employed for steering, just as in the latest types. Nothing more remarkable and characteristic of French inventive genius could be exemplified than this instance of a man who, at a period when ordinary ballooning was almost impossible, practically conceived dirigible ballooning as it is known to-day, when we have all the advantages of light and powerful internal combustion engines to propel them.

FIRST ATTEMPT AT NAVIGATING THE AIR.

The first really practical attempt at navigating the air was made in this same year, for on March 2, 1784, Blanchard ascended from the Champ de Mars in Paris in a balloon filled with hydrogen, and equipped with oars and a rudder. Despite his own subsequent assertions that this mode of "steering" apparatus was useless, it is interesting to note that the majority of early balloonists took up with them oars and sail for steering, and that they nearly all claimed to have been successful in horizontal and vertical steering, while, to jump to quite recent times, we must recall that within present recollection Santos Dumont actually imagined that he could steer a balloon of the ordinary spherical type by just fixing a propeller and a rudder to it; one of his ideas included the fitting of a sort of blind or sail. Of course, sails are quite unnecessary, and even impossible, to assist the progress of balloons, because the sheer bulk of any such craft constitutes sails in themselves, quite apart from which they are merged in the atmosphere even as a submarine in the water. The progress of a balloon is, therefore, precisely that of the rate of travel of the particular volume of atmosphere in which it happens to be merged at any given moment, so that the furnishing of a sail could increase its speed by a yard a year, and, of course, it would be absolutely hopeless to employ a sail in such a fashion as to defy the wind. Men manage to navigate sailing boats because they are employing two elements in synchronism; the boat itself rests on the waters and has to travel over them, whereas the power for doing so is derived from an independent element, the wind. It is, as it were, by playing the one off against the other that men can navigate sailing boats, even when the wind is in the opposite direction from that in which they desire to travel. A balloon, however, can only be steered by providing it with some means that shall give it a momentum of its own with which to combat currents of atmosphere. That independent speed it was impossible to furnish until men arrived at the period when light, portable, and powerful engines could be employed. That was why we have had to wait until the threshold of the Twentieth Century for anything really notable in the way of accomplishment in navigating the air with machines lighter than the atmosphere.

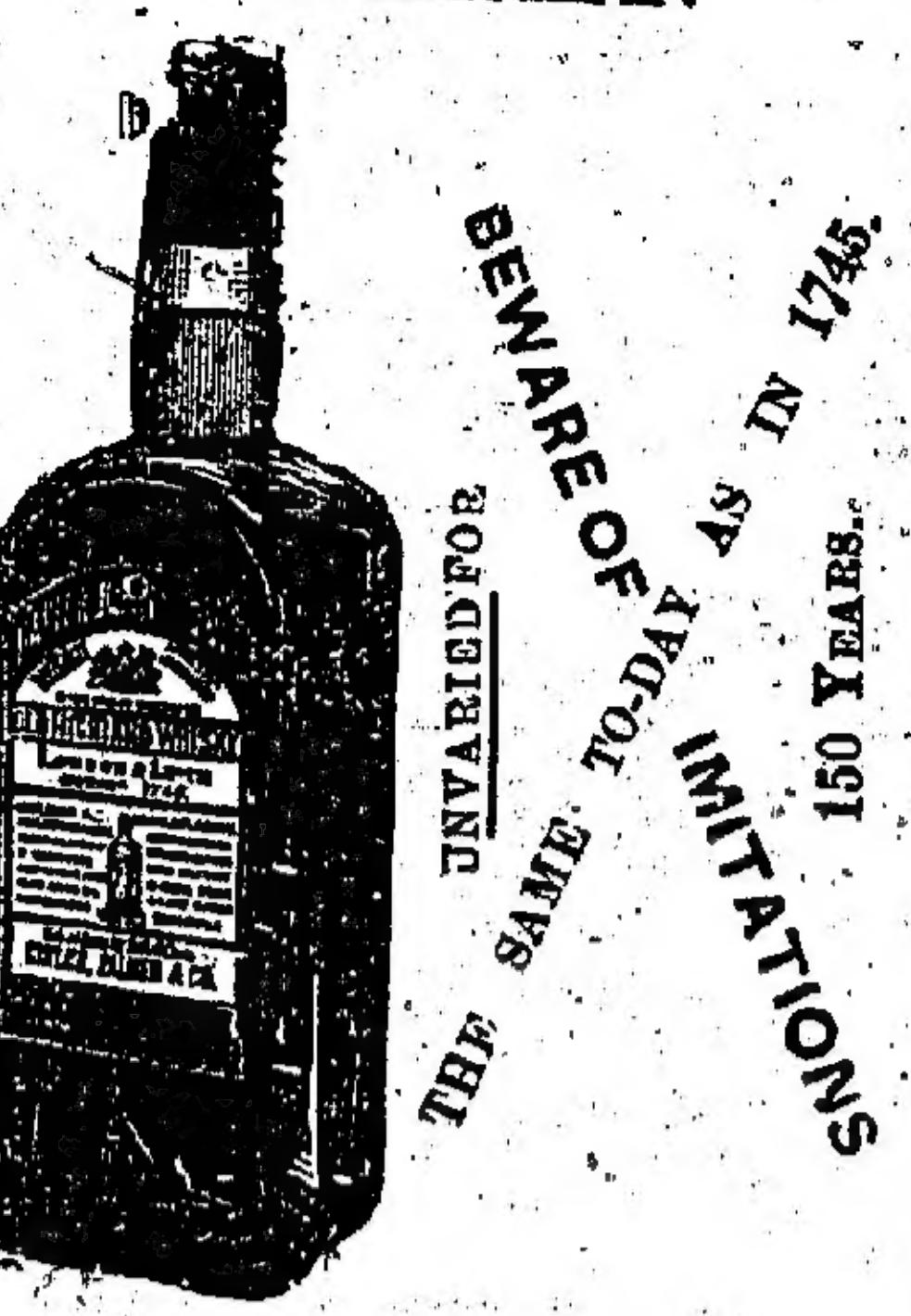
ANCIENT EXPERIMENTS THAT ARE FRUITFUL TO-DAY.

Let us turn back to earlier experiments that are related to dirigible ballooning practices as we know it to-day. We again find that 1784 is by far the most remarkable year in the story of dirigible ballooning, for, on July 15, the Duo de

Charles, M. Charles Robert, and M. Colin Hallin ascended in an elongated hydrogen-filled balloon, provided with an interior air balloonet, the main balloon being of 3,000 cubic feet capacity, 32 ft. diameter, and 52 ft. length, that had been built by M. Robert, and it is remarkable when we reflect that its length was one-sixth that of the latest Lebaudy dirigible balloon of the semi-rigid sort that has been built for the National Airship Fund. M. Robert's balloon collapsed on to the valve, preventing the release of the air, so that the crew came mighty near disaster from a burst, but the Duo saved the situation by making several incisions in the envelope with the pike head of a decorated banner. This was the first real attempt at a dirigible balloon, ears and a rudder being carried. Three days later Blanchard made an ascent from Ronen which deserves note, because he afterwards gave an account of the manner in which he was able to ascend and descend at will by means of the four cars he carried. When quite near the ground they decided to go to a higher altitude; "we jumped up again to 1,200 feet," wrote Blanchard. "This movement was entirely due to my ears, and was rendered the more easy by the fact that we were in equilibrium in the atmosphere, the weather was calm, and a single slight movement sent us up or down at will. The state of equilibrium means that the balloon was just in balance, so that, of course, the effort necessary to raise or lower it was, in that condition, very slight. Indeed, until comparatively recent years, when using ordinary spherical balloons, the only means by which the pilot at any height could tell whether he was rising or falling was to throw out torn pieces of paper. If they appeared to rise he knew the balloon was falling, if they appeared to drop he knew the balloon was rising, for the time it takes for a postcard or a letter, for example, to descend from so low a height as from five to eight hundred feet is extraordinary. I remember once, when ballooning over Buckingham Palace at a height of certainly less than eight hundred feet, we cast overboard envelopes each containing postcards. As they fell they kept turning so that you could see a flash of white all the time. Three or four minutes after they had been dropped out, to our vision we could have declared they were just about to fall on Victoria Railway Station. As a fact, before they reached the earth they crossed the Thames twice and fell just by Liverpool-street Station, the descent on almost a calm day—that is to say, the wind was only from fourteen to sixteen miles an hour—occupying something like twenty-three minutes. An example of that sort enables one to appreciate how a piece of paper can act as a very good guide as to whether you are rising or falling, for naturally the movements of balloons in one direction or the other are vastly more rapid. For example, one has descended from 8,000 feet to 1,500 feet in ten or twelve minutes without being in the least aware of the fact except for the information given by the meteorological instruments carried on board and for the differences of atmospheric pressure that makes one gradually grow deaf, so that one finds oneself shouting when speaking. In conclusion on July 18 of the remarkable year of 1784, the Abbé Molan experimented with a Montgolfier, otherwise one of the hot air balloons of the day, in which he had made a hole in one side of the envelope. He expected that the hot air would flow out of the hole and so force the balloon along. Of course, it would not have done so in any case. But to complete the story, the balloon caught fire, and the attempt was abandoned. One must resume this early story of the dirigible balloon in a subsequent article. —H. MASSAC BURZ, in the London Morning Post.

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ASIA, British str., 2,936, H. Gaukroger, 24th January—San Francisco Dec. 27th Mails and General—P. M. S. S. Co.

ATHRO, British str., 3,130, S. L. Saxby, 9th Jan.—Shanghai 5th January, General—Standard Oil Co.

BUVO MARU, Japanese str., 1,813, Yatsuyanayama, 24th January—Dairen 19th Jan., Coal—Mitsui-Busan Kisha.

CHENGSHING, British str., 1,265, V. M. Liddell, 8th January—Pakchoi 6th Jan., General—Jardine, Matheson & Co.

CHIPPING, British str., 1,192, F. Mooney, 17th Jan.—Hongkong 15th Jan., General—Jardine, Matheson & Co.

CHIYU MARU, Japanese str., 7,250, W. W. Greene, 21st January—San Francisco 20th Dec., General—Toyo Kisen Kaisha.

CHOWTAI, German str., 1,055, F. Schmidt, 12th Jan.—Bangkok 5th and Hoitow 11th Jan., Rice and Rosewood—Butterfield & Swire.

CROVTAI, German str., 1,115, Heyenga, 7th Jan.—Hoitow 5th Jan., General—Butterfield & Swire.

CHUN SANG, British str., 1,418, Alcock, 12th January—Java 3rd January, General—Jardine, Matheson & Co.

COWELL, British str., 3,155, Jackson, 26th Jan.—Shanghai 16th Jan., Ballast—Asian Petroleum & Co.

DAIGI MARU, Japanese str., 846, H. Murayama, 25th Jan.—Swatow 24th Jan., General—Otsuka Shosha Kaisha.

DRUFER, Norwegian str., 1,102, Am. Ansonen, 24th Jan.—Bangkok 15th via Hoitow 23rd Jan., General—China-Siam S. N. Co.

EMPEROR OF INDIA, British str., 5,940, S. Robinson, 20th January—Vancouver 28th Dec., Mails and General—Canadian Pacific Railway Co.

EUPTICELIA, British str., 3,918, G. Bramston, 2st January—Tarkau 14th Jan., General—Asian Petroleum Co.

FRANTZ, British str., 1,073, H. Harris, 16th Jan.—Swatow 15th January, Ballast—Butterfield & Swire.

GERMANY, German str., 1,714, Fraesden, 22nd Jan.—Singapore and Hoitow 21st Jan., Wood and General—Johens & Co.

HANTAO, British str., 1,207, Spink, 23rd Jan.—Waihau 13th Jan., General—Butterfield & Swire.

HUICHO, British str., 1,217, Forsey, 16th Jan.—Honkay 13th January, Coal—Butterfield & Swire.

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Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON & CO., LTD.

Agents.

Hongkong, 25th January, 1911. [221]

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NOTICE TO CONSIGNEES.

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Goods not cleared by the 1st inst. will be subject to rent.

All broken, chafed, and damaged packages

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they will not be recognized.

No Fire Insurance will be effected by us in

any case whatever.

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MAP OF THE FAR EAST
FLAG OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOSHAN SETTLEMENT, TIENTIN

SITUATION IN PORTUGAL

THE GOVERNMENT'S DIFFICULTIES.

The following statement as to the origin and nature of the difficulties with which the Portuguese Provisional Government now finds itself confronted is contributed to a London paper by an observer lately returned from Portugal who found himself in a position particularly favourable to forming a fair opinion of the situation in all its bearings:

"That there is very considerable discontent with the present Government is certain. It would, however, be rash to prophesy anything like a *boulevancement* in the immediate future. The Royalist following still lacks leadership as much as it did in October, and although it is practically certain that the Government will be unable to secure a Republican majority next March in the General Election, if the country, as distinct from Lisbon, allowed to speak its own mind, the capital is still unquestionably with it, technically, at least. The danger which faces the Government in Lisbon is from the Left and not from the Right. What is causing trepidation among those who have any stake in the country is the fact that the administration of Braga, Costa, and Machado is too moderate for the mass of their followers.

"One of the most pressing sources of danger to the Provisional Government is the fact that—whatever the Foreign Minister may say to the contrary—there is grave discontent in the Services. The people who made the Revolution a success when its theoretical leaders—the men who now hold the reins of power—were in flight or in hiding have received none of the spoils of war. The sailors were given four months' pay and four months' leave, and some of them left Lisbon, but they were not satisfied. As regards the Army, Machado do Santos, who commanded the troops in the Bocanda in October when the Republican officers fled thinking the movement had failed, refused any reward from the Government, and has started an opposition newspaper, the *Interventista*. It is notorious that the Government fears him too much to suppress it, and that his general popularity is very great. His portrait is shown for sale in numerous shop windows. Insubordination and dissatisfaction do exist in the ranks of the Army and it is a cause of real uneasiness to the Government.

"If I were asked to single out the cause of most of the Government's difficulties I should say that they have resulted from their utter lack of practical administrative ability and experience. They have acted all along from *a priori* and purely theoretical considerations. After a long numberless examples they have had to retreat their steps and adopt courses which a little sound statesmanship should have suggested as the only feasible ones from the outset. A Conservative Republicanism, adopted and firmly adhered to from the beginning, might easily have resulted in getting the Republic firmly on its legs. I will quote three examples of the Government's change of mind produced by their unhappy experience. (1) The strikes which have caused so much division of labour and trade. The Government at first gave the unrestricted right to strike, a right which had never existed in any form at all in Portugal. The result was innumerable strikes, the more important being those in the cork-cutting industry and among the tramway men. Ultimately a law was promulgated restricting the right to strike. (2) The Republic disarmed, the police who formerly carried revolvers and sabres. The London police, it was at first argued, did not carry these weapons. Why should the Lisbon police? On December 7, however, a decree stated that the police would begin again to carry revolvers and sabres, as formerly. (3) A Rent Law of Penury was decreed, benefiting the shop people in Lisbon and also the poorer classes, but arousing the strongest opposition throughout the country, the measure being in fact only suited for the capital. The text of the Law has now been handed over to a Commission representing different interests, which is charged with its amendment.

"If proof were needed that the Republic does not rest on the people's will it would be amply supplied by the strictness of the Censorship, which has rarely, if ever, been equalled under the harshest despotism. A resolution of the Council of Ministers of December 5 laid it down that whereas certain correspondents have given news discrediting the country and the Government—attributing strikes to the powerlessness of the Government, and referring to supposed insubordination in the Army, to threats of revolution, and to internal differences in the Republican Party—the authors of this false news are to be sought out and warned not to continue their campaign of discrediting the Republic, which may result in their being expelled from the country. A few days later the Ministry of War issued a decree insisting on the importance of discipline in the Army, thereby practically admitting that the indiscipline which it was made a dire offence to report actually existed. Only at the end of last week another decree was issued carrying penalties for promoting indiscipline among the soldiers. The news which is allowed to come through by telegraph in no way represents the real situation. It is practically useless to take any but the most colourless messages to the telegraph office. If the news be sent by letter the correspondent is certain to hear of it again if the news is unfavourable to the Government. A healthy national movement obviously stands in no need of this kind of support, and there is something radically wrong when these methods are resorted to.

"The prosecution of those responsible for offences against the laws of the old régime, technical or real—and particularly the methods adopted in conducting the prosecution—has been one of the principal factors in arousing animosity against the Republic. The conduct of the case against Senator Franco is an example in point. The Appeal Court quashed the sentence against Senator Franco on the ground that the tribunal was incompetent to judge Ministers. Parliament alone could arraign them under the law of the Mounth under which Senator Franco's alleged offences were committed. The Government has removed from their Lisbon posts four judges who thus denied retro-activity to Republican penal measures, and has appointed their judicial posts in Goa.

The CHRONICLE and DIRECTORY, although condensed in every possible manner, contains every year more pages. It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of £1 5s, at which it was originally published. It is published at the Office of the Hongkong Daily Press, and can be had from the principal Booksellers in Asia and through—

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fy. "	Bukit Cito	12/0	Selangor	3.5.0	225% '10
fy. "	Bukit Kajang	2.10.0	2/-	Selat Rubber
fy. "	Bukit Mertajam	3/10	15/-	Sempah
fy. "	Bukit Mertajam	16.0.0	25%	10/-	Sentayan	1.10.0pm	15% '10
fy. "	Bukit Selangor	2/-	Seremban	5.0.0
fy. "	Castlefield	6.5.0	7 1/2%	10/-	Serangoon	3.15.0	10% '10
fy. "	Chankat Salak R. and Tin.	15/-	Shelford
fy. "	Chersone ...	4/-	16/-	Singating (N.S.)
fy. "	Cheviet	17/6	Singapore Para	3.0.0	12 1/2% '10
fy. "	Chota Rubber	2.5.0	100%	10/-	Straits (Bertam)	7/3	17 1/2% '09
fy. "	Cicely Ordinary	2.5.0	102 1/2%	10/-	Straitmore R.
fy. "	Preferred	2.5.0	50%	10/-	Sungei Bahru	4.10.0
fy. "	Consol. Malay	1.3.6	60%	10/-	Sungei Choh	14/6	25% '10
fy. "	Dumansara ...	7.12.6	50%	10/-	Sungei Kapar
fy. "	Dennistoun ...	11.6	30%	10/-	Sungei Kruit
fy. "	Enbl. Selangor	13.10.0	100%	10/-	Sungei Liang
fy. "	Gina Kee H. Est.	30%	10/-	Sungei Selak	4.7.6
fy. "	Guring (Malacca)	12/6	Sungei Way	6.10.0	12 1/2% '10
fy. "	Golden Hope	5.15.0	25%	10/-	Third Mile
fy. "	Gua-Kalumpong	6.17.6	20%	10/-	Tremelby
fy. "	H. and Lowlands	5.5.0	20%	10/-	Utd. Sua Betong	10%	10
fy. "	Inch Kenneth	13.10.0	100%	10/-	Val d'Or Est.
fy. "	Johns R. Lands	Vallambrosa	1.10.0	75% '10	
fy. "	Jong-Landor	4.0%	Trust and Finance Companies.
fy. "	Juru Estates	Anglo-Straits R. T.	
fy. "	Kpong Kuatuan	5/- pm	15%	10/-	Eastern Internat. Trust	20%	10
fy. "	Komuning "A" Do. "B"	9.12.6	20%	10/-	Mid-East Invest.
fy. "	Kapar Para	Rubber Plants' Inves. Trust	75%	10	
fy. "	Kellas	7 1/2%	10/-	R. Share Trust.
fy. "	Kepang	Strait. M. & Trust.	
fy. "	Killinghall	India, Ceylon, Borneo, Java and Sumatra.	
fy. "	Kinta Kellas	23 1/2%	10/-	Anglo-Java
fy. "	Kianan	Asahan (Sumatra)	
fy. "	Kilan-Kellas	Bangawan R.	
fy. "	Kota Tinggi	6d pm	Beaufort	
fy. "	Kota Tampan	Central Sumatra	
fy. "	Krubong	Indian Peninsula	
fy. "	Kuala Klang	8.8.0	75%	10/-	Java Anilagan

THE DANCE OF TO-DAY.

Not yet have we buried Madame Cumeofe; she sits slumbering, bowed in some secluded nook, one of a sad group of discarded shapemakers. We have no use for chaperons nowadays, and still less use for Madame Cumeofe; but that lady was ever tactless, and the mere knowledge that she is not wanted will be enough to put strength into her failing limbs and a spur to her dying faculties. The hour of her awakening is at hand; the faithful are at her gates, calling for her as the prophet of Baal called upon their god. Happily, than the priests of Baal, they will be answered; she will arise, an avenging goddess, and at the head of her chaperons descend upon the ball-rooms of an unrighteous generation.

But what an awakening it will be for the poor lady! She will go first to the chieftains of her clan—those aunts and mothers, the "matrons" of her day, who supported her so nobly, spreading their scandalous word abroad to the click of their knitting needles and enforcing her mandates on the young and heedless. Full of confidence, she will go to them, and in what company will she find them? Imagine her one of a rapt vision, seated before an alcove of sea-green drapery, gazing unashamed upon the graceful posturings of some white-limbed nymph. What will be her horror when she realizes that this unadorned daughter of Eve is Mrs. X., of Berkely-square, delighting a small gathering of her intimate friends with her spirited rendering of "The Finding of Moses," evolved by her after a six months' study of the Greek vases in the British Museum. Poor Madame Cumeofe! Will she fall into that swoon which has become as much a thin as the past as Taglioni's piroette, or will she rear her plumed head and sweep majestic from the room? She will realize with an icy chill that there are her trusted matrons disporting themselves. Slowly it will dawn on her that the gentle lady she left sitting over her tattling, a little lace cap on her comely head, has vanished. The cap has been thrown, with the Indian shawl, to the four winds, and the matron has become a pale, irreverent creature who dances. And such dances!

Sick at heart, the poor dear will turn to the haunts of the young, in search of the demure *dame de la mode* whose steps she used to guide so jolliily. With grace forsaking her will sweep to the nearest ball-room, where a "boy-and-girl" dance is in full swing; there glided youth, unchaperoned, shuffles and slips at variance with an inebriate orchestra. How will the stranly distorted and uncouth attitudes of the modern dancer strike her astonished eye? Will she recognize the blushing *dame de la mode*, or any of the dances she finds her dancing?

And yet it is not so very long since well-brought-up maidens sat, serious but aloof, declaiming, at the command of Manni, to take part in any but square dances. The value, an innovation and, in the eyes of many, an indecent abomination (Byron had some very hard words for it), was considered fast and was only danced by the very emancipated. Yet this much-maligned value bids fair to be eternal. The polka has come and gone; the Washington Post held very brief sway; square dances, except at Court balls, are practically things of the past; and the value still reigns supreme over all the civilized world.

Endearing Waltz—to the more melting tundie Bow Irish Jig, and ancient Highland:

Scotch reels at last! and country dance forgoe Your future claims to each fantastic to;

Waltz—Waltz alone both legs and arms demands.

• * * * *
O say, shall dull Romaike's heavy round, Fandango's wriggle, or Bolero's bound; Can aught from cold Kamtschatka to Cape Horn With Waltz compare, or after Waltz be born?

So said Byron in the Regency; and the value, though it has its fashions, it is true, like everything else, at bottom remains the same. It has been hopped and glided and jerked and slithered, so slow at times that it is a question whether the couples are moving at all, so fast at others as almost to lose both time and rhythm, but all the same it is essentially our old friend the value. It has been called, by strange transatlantic names until the bewildered Briton wonders whether he is not dancing an American drink; but the music to which it is danced is the haunting, languorous strain to which the chignoned ladies of the 'sixties loved to glide. A proof of this is the way in which old tunes crop up again after they have been forgotten for years. Call it the "Boston" (why not the "Prairie" or "Oyster"?), if you will, but this does not alter the fact that it is danced to the familiar "Blue Danube" or to any other old Strauss favourite. The truth is that the tune is to a great extent responsible for the life or death of a dance. Chopin understood the sentimental value of the value metric, its "melting tune," its melancholy and its longing, and this very sadness has made it indispensable to the ballroom. Perhaps we take our pleasure sadly, or perhaps it is only that it tempts the gaiety of what might otherwise be a soulless, cold, anyhow, the value tune still lives, and will go on living for many a long day. The polka, with its empty jig-jig, has passed and its place has been filled by the two-step. How long this darkie measure will remain is open to conjecture; but it will last longer than the polka, by reason of a certain pathetic element dear to the heart of the careless dancer.

We are very Greek to-day; a neutral tinted back-ground; few garlands and a classic figure—not dancing, but "interpreting"—are all that our refined taste can bear; but it is not so long since we sat absorbed while troops of imported dairies cakewalked before us; not so long, indeed, since we cakewalked ourselves in our more abandoned moments. The darkies have been banished to the lesser music-halls, where their flexible grace is still duly appreciated, but the airs to which they danced were too good to die. We invented a quaint, more decorous anti of our own, suitable to the ball-room, and, as a concession to the memory of Madame Cumeofe, we called it the two-step; and so we still caper gladly to the melancholic strains of "Dahomey" or "Happy Darkies." True, we have bolstered up our pride by christening at least one of our dances "Salsome"; but, is a question who would be more distressed—Herc or Salsome—could either see the way we dance it.

It is the old story of the saraband over again. In the days of old, when Court ladies were real Court ladies and coqueted ceremoniously with their rapiere gallants, the girls brought a wild and lawless dance from the East which they called the saraband and which they performed before the great ones of the earth. It was far too Eastern in character for the formal beauties of a Court, but the music was to their taste—a stately dance, a thing of many subtleties, was adopted to the gay air. Then the Court musicians took to writing measures on this pattern, and the saraband as we know it was born. We shall not dance the saraband, or the minuet, or the gavotte again, unless our dressmakers give us hoops once more, and this they are hardly likely to do—probably because they know that we have lost the art of standing for any length of time upon one leg, a stark-like quality essential to the

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
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TIJIPANAS	JAVA	Second half of Feb.	SHANGHAI	Second half of Feb.
TIJILATJAP.	JAVA	Second half of Feb.	JAPAN	Second half of Feb.
TIJILIWONG	JAVA	Second half of Feb.	JAVA	First half of Mar.
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MANILA, YAP, ANGAU, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Saturday, 28th Capt. F. Iseke, 6,100	21,000	SATURDAY, 29th Jan., at 1 P.M.
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NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	"DERFLINGER"	Wednesday, 8th Capt. G. Meiners, 17,000	11,000	FRIDAY, 17th Feb., at 1 P.M.
ANTWERP & BREMEN	"YORKE"	17,000	17,000	FRIDAY, 17th Feb., at 1 P.M.
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Hongkong, 27th January, 1911.

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SHIPPING.

ARRIVALS.

BRAND, Norwegian str., 1,234, Iversen, 26th Jan.—Shanghai 22nd Jan., Sandalwood—Agaard, Matheson & Co.
FOOKSANG, British str., 1,937, T. A. Mitchell, 26th Jan.—Moj 21st January, General Jardine, Matheson & Co.
SEXTA, German str., 991, Jensen, 25th Jan.—Bangkok 17th January Rice—Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
26th January.
Druif, Norwegian str., for Bangkok.
Hohlein, German str., for Tournai.
Pernia, Austrian str., for Singapore.
Rugja, Norwegian str., for Moj.
Tilim, Dutch str., for Batavia.

DEPARTURES.

26th January.
ANHUI, British str., for Canton.
BENCLUECH, British str., for Nagasaki.
CALMARTHENSHIRE, Brit. str., for Shanghai.
CHINUA, British str., for Shanghai.
HAIYANG, British str., for Swatow.
HONGKONG, French str., for Haiphong.
KUMMERIC, British str., for Manila.
P. E. FRIEDRICH, German str., for Shanghai.
QUARTA, German str., for Bangkok.
TURQUOISE MARU, Japanese str., for Rangoon.

SHIPPING REPORTS.

The British str. *Fochong* reports: Moderate monsoon and sea, fine weather.

VESSELS EXPECTED.

THE INDIAN MAIL.
The Indo-China str. *Nomsang* from Calcutta and the Straits left Singapore for this port on the 21st instant.

The Indo-China str. *Laiwang* left Calcutta for the Straits and Hongkong on the 17th inst., and is due here about the 2nd prox.

THE FRENCH MAIL.

The P. & A. S. str. *Salazie* with the French Mail of the 1st instant, and mails from London of the 31st ultimo, left Singapore on the 24th instant, at 6 a.m., and is expected to arrive here on the 31st instant morning.

THE AUSTRALIAN MAIL.

The P. & A. str. *St. Albans* left Sydney on the 18th instant for this port, (via Queensland Ports, Timor and Manila) and is due here on the 10th prox.

MERCHANT STEAMERS.

The P. & A. S. Co.'s str. *Stratfordian* is due to arrive at Hongkong to-day morning.

The Norddeutsche Lloyd str. *Prinz Waldemar* left Yokohama on the 20th instant, at noon, and may be expected here to-day at noon.

The Dredge Line str. *Shinsa* left Shanghai on the 23rd instant morning, and is due here to-day afternoon, or to-day at daylight.

The H. A. Line str. *Uragawa* left Shanghai on the 24th instant a.m., and may be expected here to-day.

The Philippines Co. str. *Rati* left Manila on the 24th instant afternoon, and is due here to-day at daylight.

The T.K.K. str. *Kiyo Maru* from South American ports, arrived at Honolulu, and left for Hongkong via Japan ports, on the 4th inst.

The Mogul Line str. *Chaco* sailed from the United Kingdom on the 5th instant for Hongkong via the Straits.

The Danish str. *Siam* left Vladivostock on the 21st instant p.m., and may be expected here on or about the 29th instant a.m.

The P. & O. S. N. Co.'s str. *Syria* left Singapore for this port on the 22nd instant, at noon, and is due here on the 29th instant, at about 6 a.m.

The N.Y.K. str. *Tosa Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 14th instant, and is expected here on the 1st prox.

The O.S.K. str. *Tacoma Maru* from Tacoma arrived at Yokohama on the 25th instant, left hence for this port via Kobe and Manila on the 27th instant, and is expected to arrive here on or about the 12th prox.

PASSENGERS.

DEPARTED.
Per *Prins Elie* Friedrich, for Shanghai, Mrs C. J. Anderson and child, Mr P. Offermann, Mr and Mrs Holway and servant, Mr S. S. Benjamin, Mr S. Feldstein, Mr C. S. Gubbay, Mr L. J. Law and Mr P. Diesse; for Nagasaki, Mr Kawabata; for Yokohama, Mrs E. M. Fornand and Mrs Davis.

Per *Budoe*, for Europe, &c., Mr and Mrs J. H. Pierce, Mr R. G. Tobin, Mr and Mrs J. E. Huiskamp, Mr W. Prillwitz, Mr and Mrs J. Focke, Mr and Mrs H. Pinckney and child, Miss Rellfield, Mr E. Lowell, Mr Grayburn, Mr H. E. Harrington, Mr E. E. Pather, Mrs Max Muller, Mr Mrs and Miss Sutton, Dr and Mrs Pone, Dr. W. D. Mintham, Count and Countess Maggi, Dr. O. Herford, Mr Stephens, Mr Pachard, Lieut. and Miss Pillow, Major and Mrs Sichel; Mr S. Stedford, Miss Bateman, Rev. F. Simon, Miss A. E. Cook, Messrs A. Grawell, P. Suzuki, H. P. Robinson, H. O. Jones, G. Strauss, Gertrude, M. Kooost and J. Bode.

STEAMERS PASSED THE CANAL.
January 3rd—Benlavers, Glenesk, Sambia, Syria, 6th—Decauville, Indrapura, 10th—Bennahr, Carnarvonsire, Iyo Maru, Myrmidon, Vorwatz, Silesia, Westphalia, 13th—Peking, Prometheus, 17th—Agammon, Ambria, Aragonia, Bendor, Nore, Yello, Yorck, Neckar, 20th—Carton, Jason, Mishima Maru, Ningchow, Peito, Pekin, Prinz Ludwigs, Sikk, Sithonia, 24th—Albenga, Breconshire, Ghaza, Konang Si, Tonkin, Aleria, Glenjary, Hiroko Maru, Kavachi Maru.

ARRIVALS AT HOME.
January 24th—Delayed through mutiny: China, Menno.

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Hongkong, 27th January, 1911. [124]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & CO.	BEETH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	PEMBROKESHIRE	Brit. six.	—	R. Hayes	JARDINE, MATHESON & CO., LTD.	About 10th Feb.
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. CO.	On 4th Feb., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	NURIA	Brit. str.	—	F. J. Fox	P. & O. S. N. CO.	About 6th Feb.
COPENHAGEN & BALTIK PORTS	SIAM	Swed. str.	—	—	MELCHERS & CO.	About middle of Jan.
ROTTERDAM, HAMBURG & ANTWERP, &c.	NIPPON	Swed. str.	—	—	OLOF WIIN, CO., LTD.	Beginning of Feb.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Girsenbrun	HAMBURG-AMERIKA LINIE	To-morrow
LIBERIA	LIBERIA	Ger. str.	k. w.	Lübecke	HAMBURG-AMERIKA LINIE	On 16th Feb.
DAVRE, BREMEN & HAMBURG, &c.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 2nd Feb.
HAVRE, ROTTERDAM & HAMBURG, &c.	SEGOVIA	Ger. str.	k. w.	Sach	HAMBURG-AMERIKA LINIE	On 15th Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAXONIA	Ger. str.	k. w.	Bahle	NIPPON YUSEN KAISHA	On 16th Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	k. w.	T. Yamawaki	NIPPON YUSEN KAISHA	On 1st Feb., at D'light
MARSEILLES & HAMBURG VIA STRAITS, &c.	MIYASAKI MARU	Jap. str.	k. w.	T. Murai	NIPPON YUSEN KAISHA	On 15th Feb., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SPESZIAL	Ger. str.	k. w.	E. Cope	NIPPON YUSEN KAISHA	On 23rd Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	G. Meiners	MELCHERS & CO.	To-day, at 2 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DEERFLINGER	Ger. str.	—	P. Giurgevich	SANDER, WIELER & CO.	To-morrow
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PERSIA	Aus. str.	—	—	DODWELL & CO., LTD.	On 11th Feb., at 7 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHIMOSA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 18th April, at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KATUNA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 22nd Feb., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 31st inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTEALE	Brit. str.	2 m.	—	TOYOKAWA, KAIJIYA	On 8th Feb., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TACOMA MARU	Jap. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	To-day, at 2 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMPA MARU	Jap. str.	—	—	PACIFIC MAIL S.S. CO.	On 14th Feb., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Jap. str.	—	F. Isoko	TOYO KAIJIYA	On 14th Feb., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMERIC	Brit. str.	1 m.	L. Dawson	MELCHERS & CO.	To-morrow, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMERIC	Brit. str.	—	M. Windeler	BUTTERFIELD & SWIRE	On 7th Feb., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KIYO MARU	Jap. str.	—	T. Sokino	NIPPON YUSEN KAISHA	On 17th Feb., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINO MARU	Am. str.	—	R. Takechi	NIPPON YUSEN KAISHA	On 2nd Feb., at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ASIA	Am. str.	—	D. Lenz	MELCHERS & CO.	On 7th Feb., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONGOLIA	Brit. str.	—	T. Sekine	OSAKA SHOSEN KAISHA	On 8th Feb., at 8 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PHILIP WALDEMAR	Brit. str.	—	Zwart	NIPPON YUSEN KAISHA	On 15th Feb., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAITIAN	Brit. str.	—	W. D. Welsh	JAVA-CHINA-JAPAN Lijn	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	D. C. Gregor, M.R.N.R.	JARDINE, MATHESON & CO., LTD.	On 1st Feb., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	—	A. E. Sandbach	BUTTERFIELD & SWIRE	Beginning of Jan.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	—	J. Nomura	NIPPON YUSEN KAISHA	At 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Am. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LTD.	To-morrow, at Midnight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Am. str.	—	S. Bartram	BUTTERFIELD & SWIRE	On 1st Feb., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Am. str.	—	J. Randermann	NIPPON YUSEN KAISHA	On 2nd Feb., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, MOJI & KOBE	Am. str.	—	G. Phillips, E.N.E.	MELCHERS & CO.	On 3rd Feb., at 9th Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, KOBE & YOKOHAMA	Am. str.	—	S. Schmer	HAMBURG-AMERIKA LINIE	On 10th Feb., at 9th Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Am. str.	—	J. B. v. Damme	OLOF WIIN & CO., LTD.	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, MOJI & KOBE	Am. str.	—	Mawly	JAVI-CHINA-JAPAN Lijn	To-day, at 3 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, KOBE & YOKOHAMA	Am. str.	—	—	BUTTERFIELD & SWIRE	On 1st Feb., at 8 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Am. str.	—	—	OSAKA SHOSEN KAISHA	On 29th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, MOJI & KOBE	Am. str.	—	—	OSAKA SHOSEN KAISHA	On 3rd Feb., at 11 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, KOBE & YOKOHAMA	Am. str.	—	W. C. Passmore	Douglas Lapraik & Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Am. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 10th Feb., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI, YOKOHAMA					

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SYRIA, and YOKOHAMA	Capt. D. C. Grogan, R.M.M.	About 29th Jan.	Freight and Passage.
SHANGHAI	Capt. S. Barcham	About 3rd Feb.	Freight and Passage.
LONDON via Usual Ports	DELI	Noon, 4th Feb.	See Special of Call.
LONDON and ANTWERP	Capt. H. S. Bradshaw	Feb.	Advertisement.
VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	Capt. F. J. Fox	About 8th Feb.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NORE, and YOKOHAMA	Capt. G. Phillips	About 9th Feb.	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 26th January, 1911.

[1]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SAIGON	"HANYANG"	On 27th Jan., 3 P.M.
HAIPHONG	"SINGAN"	On 28th Jan., NOON.
MANILA, (ILOILO & CEBU)	"TAMING"	On 28th Jan., 4 P.M.
SHANGHAI	"ANHUI"	On 28th Jan., Mid-night
MANILA, ZAMBOANGA, THURS. DAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, B里斯. BANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 7th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

MANILA CARNIVAL 21st to 25th February. Special Reduced Rate, \$50 Return.

SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms, Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to—

Hongkong, 27th January, 1911.

TELEPHONE 36

BUTTERFIELD & SWIRE, AGENTS.

[10]

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS
COPENHAGEN	"NIPPON"	Beginning of February
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	Middle of February.

For Freight and Further Particulars, apply to

TELEPHONE NO. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG. Hongkong, 3rd January, 1911.

[4b]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 23rd Jan., Noon.
WEIHAIWEI	"SUISANG"	Wednesday, 1st Feb., Noon.
SHANGHAI, KOBE & MOJI	"HANGSANG"	Wednesday, 1st Feb., Noon.
SINGAPORE, PHNANG & CALCUTTA	"NAMSANG"	Thursday, 2nd Feb., Noon.
MANILA	"FOOKSANG"	Friday, 3rd Feb., Noon.
	"YUENSANG"	Saturday, 4th Feb., Noon.

FOR THE MANILA CARNIVAL.

FEBRUARY, 21st to 28th 1911.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these Tickets are exempt from the Head Tax.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., GENERAL MANAGER.

Hongkong, 27th January, 1911.

[15]

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to

MELCHERS & CO., AGENTS.

Hongkong, 5th November 1910.

AGENTS.

[6]

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIPS

CAPTAIN

LEAVING.

"HAICHING" ... Capt. W. C. Passmore, FRIDAY, 3rd Feb., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 27th January, 1911.

[9]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).1911.
S.S. KYO MAE ... 17,200 tons gross ... Sail Feb. 13th, at Noon.
S.S. BUJO MARU ... 10,500 " April 19th, at Noon.
S.S. HONGKONG MARU ... 11,000 " June 17th, at Noon.
S.S. KYO MARU ... 11,200 " Aug. 15th, at Noon.
S.S. BUJO MARU ... 10,500 " Oct. 14th, at Noon.
S.S. HONGKONG MARU ... 11,000 " Dec. 13th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 4th January, 1911.

4031

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONNAGE	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	SATURDAY, Jan. 23rd, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, Feb. 17th, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, Feb. 24th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 P.M.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Turbine Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 28th January, at 1 P.M.

SOUTH AMERICAN LINE.

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONNAGE	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	H. Nishi	SATURDAY, Feb. 18th, 1 P.M.
BUJO MARU	10,500	K. Hashimoto	WEDDAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.

THE Steamer "KIYO MARU" will be despatched for VALPARAISO and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, and SALINA CRUZ, CALLAO and IQUIQUE, on SATURDAY, 18th February, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO	45.0-0. Single
NEW YORK	60.0-0. "
LONDON	71.10-0. "
"	120.0-0. Return 6 Months
SALINA CRUZ or MANZANILLO	125.0-0. 24"
VALPARAISO	140.00. Single Yen. 370.00. "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:

TO EUROPEAN POINTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES POINTS.—Commissioned Officers of

